



2004 Fleet Support Conference

ACU-4 COMMAND BRIEF



Agenda

- Vision
- Employment
- Challenges
- Maintenance
- Manning
- The Road Ahead





ACU 4 Vision a.k.a. The Strategic Plan

Through Innovation and Sound Business Practices
Deploy the Most
Combat Ready LCAC Possible



SUPPORTING THE STRATEGIC VISION

• FY04

- LCAC 41-ACU 4 System Upgrade
- LCAC 53-ACU4 System Upgrade
- LCAC 46-PMS 377 System Upgrade
- LCAC 38-PMS 377 System Upgrade
- LCAC 27-PMS 377 System Upgrade
- LCAC 55-ACU 4 System Upgrade
- LCAC 60-ACU 4 System Upgrade
- LCAC 49-ACU 4 System Upgrade
- LCAC 25-TEXTRON SLEP
- LCAC 2-TEXTRON SLEP

**2 SLEPs & 8 System
Upgrades!**

• FY 05

- LCAC 51-ACU 4 System Upgrade
- LCAC 35-ACU 4 System Upgrade
- LCAC 36-ACU 4 System Upgrade
- LCAC 4-TEXTRON SLEP
- LCAC 7-TEXTRON SLEP
- LCAC 34-ACU 4 System Upgrade
- LCAC 54-ACU 4 System Upgrade
- LCAC 9-TEXTRON SLEP
- LCAC 8-TEXTRON SLEP

**4 SLEPs & 5 System
Upgrades!**



Innovation


- 7.67M saved this FY through shop innovation.
 - Instituted a repair vice replace mentality
- ILP Demo – LCAC Future w/MPF?
- CBIKF Demo – Expanding our mission



This Past Year - FY04

- **Fleet response plan**
 - 2 detachments of 5 LCAC deployed 6+ months
 - Averaged 96 op hours deployed, 100 on workups
 - 2 surge OIF II & III deployments of 3 LCAC
 - 1 detachment Standing Naval Forces Atlantic (SNFL)
- **Achievements**
 - SSC
 - RHIB refueling
 - Troop transport
 - Oil platform logistics
 - ILP demo
 - CBIRF demo
 - disaster relief

The Plan - FY05

- 
- **Operate more on less budget**
 - Rebuild or repair vice replace
 - **Deployment lengths and mission will vary from those in the past**
 - **Committed to providing the most combat capable craft to meet the challenges ahead**



Challenges

- Top 10
- Recurring Maintenance Issues
- Manning
- Funding
- C4N/Deep Skirt
- Surge





ACU4 Top Ten

- 1. Fund LCAC phased maintenance overhauls
- 2. Support ATSP/PM (old OSCAR)
- 3. Fund overhaul of the 20 critical items during field SLEPs
- 4. SLEP C4N software configuration control
- 5. Accelerate system upgrades
- 6. Increase FMP funding to adequate levels
- 7. Improve supply support
- 8. Improve maintainer training
- 9. MOM radio replacement
- 10. Corrosion control enhancements (C/A 369 and 445 compartment painting)



Recurring Maintenance Issues

- AGM LCAC and NDI TEXTRON LCAC
- Lift-Fans
- Props/Shrouds
- Skirts
- Bow Thruster
- A/Cs



Recurring Maintenance Issues

	2000	2001	2002	2003	2004
FMC	18.2	18.3	17.7	20.4	18.9
PMC	2.8	3.9	4.2	3.2	3.6
NMC	15.0	13.8	14.1	12.4	13.5
Readiness	58.3%	61.2%	60.1%	65.5%	62.5%

Overall unit readiness is C3 due to planned and unscheduled maintenance associated with casualties and associated repairs



Recurring Maintenance Issues

- Need maintenance manpower to repair
- Need craft crew manpower to maintain
- Need \$\$\$ for parts





Manning





Craft Crew Manning Summary

	2000	2001	2002	2003	2004
CM	36	35	35	35	37
ENG	30	30	30	29	30
NAV	22	26	27	29	27
LM	NDA	30	28	28	31
DKENG	NDA	32	28	27	34

A large, dark-hulled ship is seen from the front-left, moving through choppy water. A smaller tugboat is positioned behind it, pushing or pulling. The sky is overcast and grey.

Pipeline Attrition

- **Command screening**
 - Screen unfavorable candidate w/interview
 - Is COG screen valid?
 - NOMI working on new logarithm
- **FMT attrition/utilization**
 - 4 year Avg = 38%
 - Engineers attrition = 51%
 - Navigator attrition = 48%
 - 3 year Avg ~ 58-70% course utilization
- **Ownership of FMT**

Manning Ramifications

An aerial photograph of a large amphibious transport dock ship (LPD) at sea. The ship's deck is visible, showing various structures, equipment, and markings. The ship is moving through the water, creating a wake. The image is used as a background for the text overlay.

- 27 of 36 craft fully manned
 - Unable to meet top level requirement to deploy 30 LCAC
 - Some crews assigned multiple craft
- Current manning does not support housekeeping and maintenance/repair management for 36 craft
- C3 due to manning at times

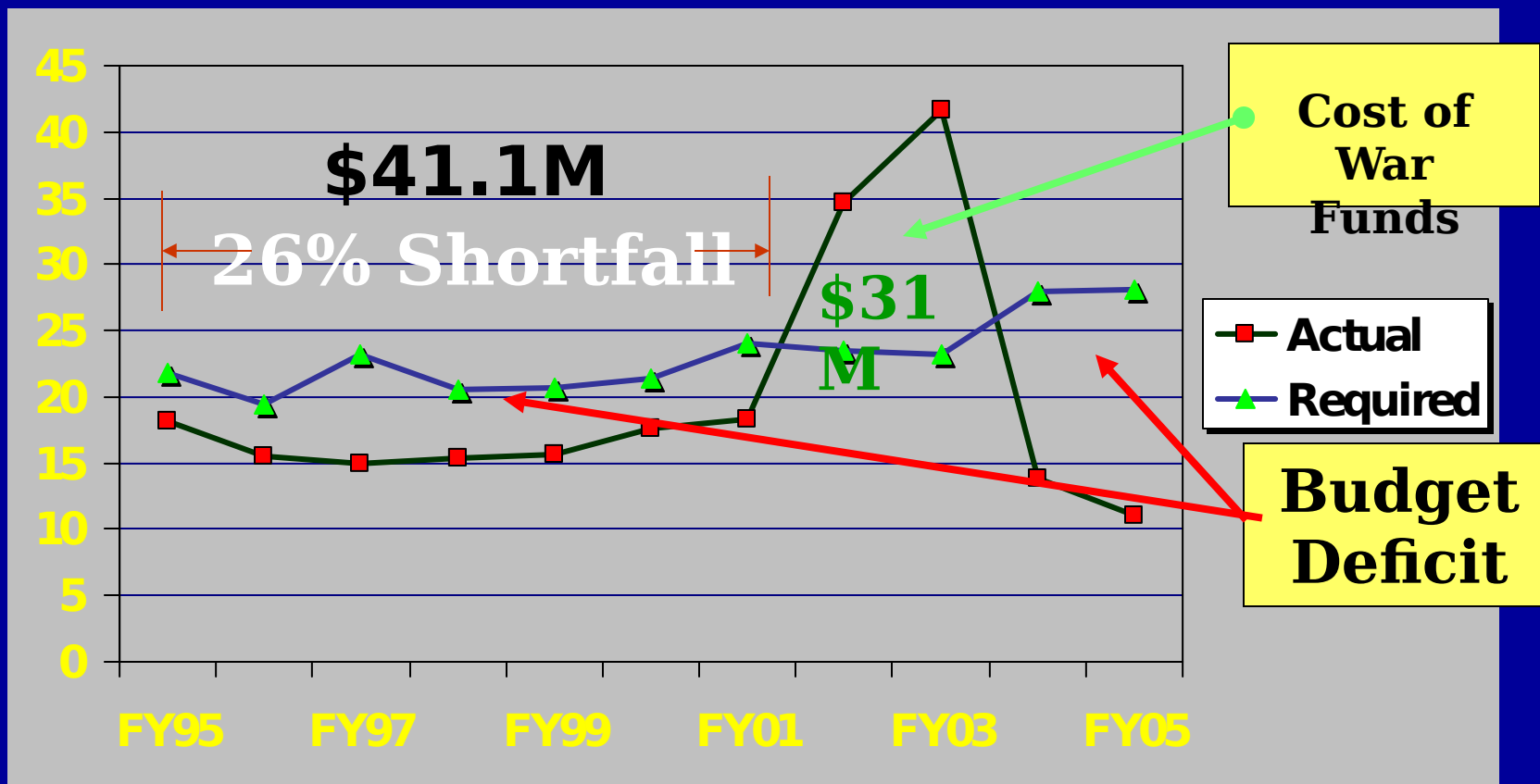


Funding





Funding History



Funding

- **FY95 - FY01 26% deficit**
- **FY02 & FY03 reversal of fortunes**
 - **Funded 38% over requirements by OEF and OIF emergency relief funds**
 - **Highest OPTEMPO in LCAC history**
- **FY04 return to history - deficit of 49%**
- **FY05 projection calls for a 55% deficit**



The Road Ahead



Road Ahead

- **The plan is working - the key to success is continued cooperation/coordination throughout the LCAC community;**
 - Execution of the strategic vision is a success story brought about by superb support from PMS 377/NSWC panama city (CSS)
- **Budget**
 - Austere budget for FY05
 - Continue to push adoption of funding model
 - Rebuild/repair vice replace mentality
- **SLEP**
 - Continue training
 - VELCAC



Summary





Summary

- Fleet response plan drives higher op hours for work ups and additional maintenance
 - World events dictate increased deployed LCAC OPTEMPO
- Parts availability, aging craft, and parts obsolescence challenge our ability to maintain operational and material readiness



Summary

- Lack of funding (to meet requirements) has negatively impacted operational readiness
- Crew manning is impacting operational and material readiness
- We are forced to use a “Rob Peter to pay Paul” approach

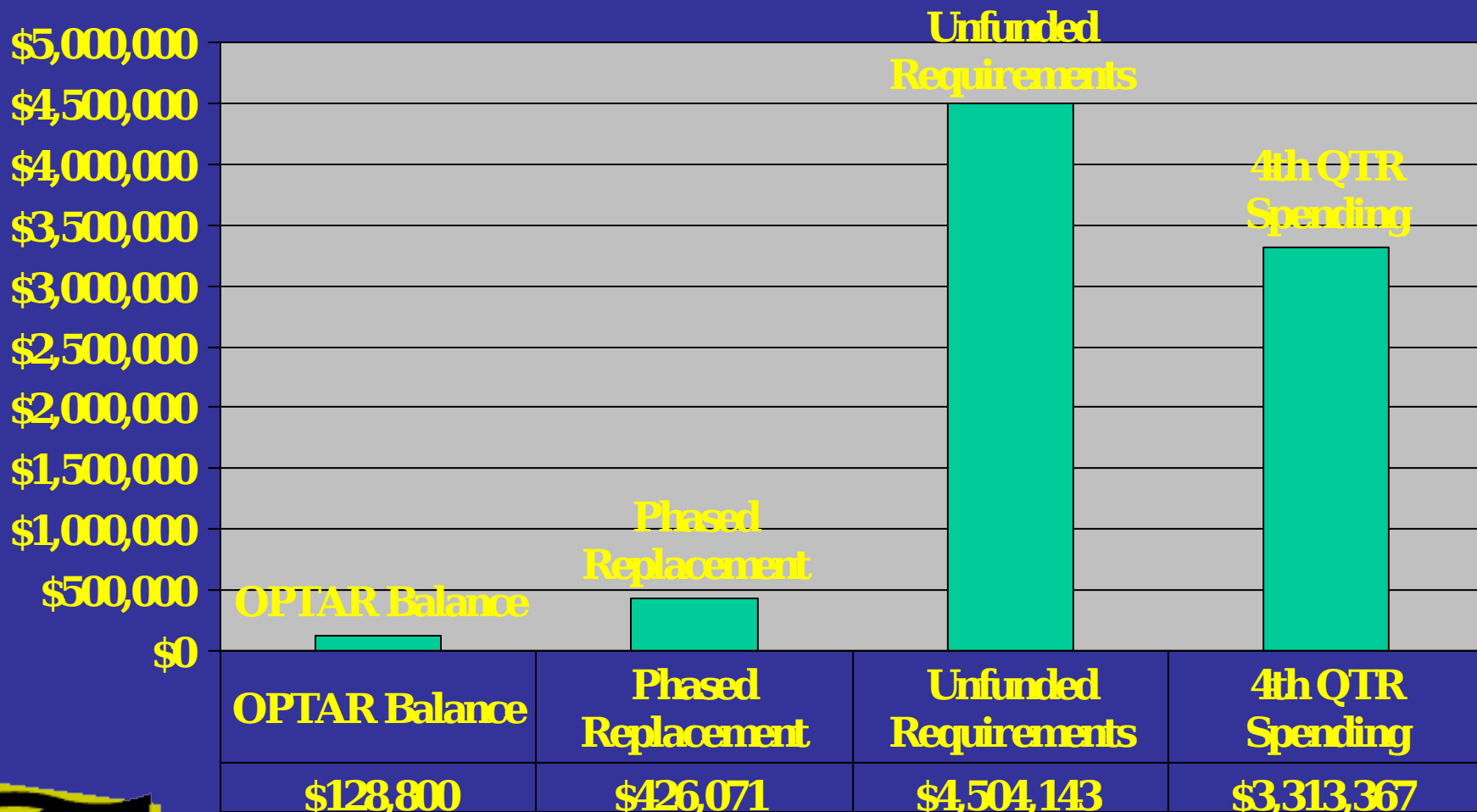


Back Up





Budget





	SEPTEMBER																		OCT			
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	1	2	3	
19,28,36,67,70, 77,78,85,86,77																						
41,46,53			SAI SNAFL																			
26, 40			SLEP XPORT																			
02, 25										SLEP XPORT												
35,38,60,69								REFTRA														
55	C4N							REFTRA														
71,84,51		AQT		AQT					AQT		AQT					AQT		AQT				
15,20,27,34,37, 39,68	NMC																					
49	C4N LC49 (15 OCT)																					
50,54,83,88,89	DEPLOYED																					

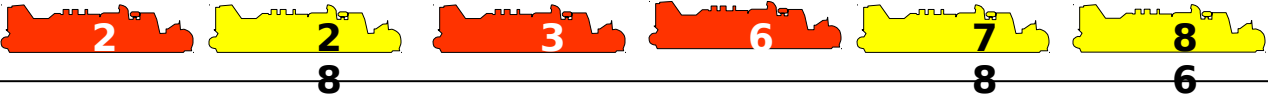


CRAFT STATUS TODAY

DET 1B



DET 2D



DET 3C



DET 4A



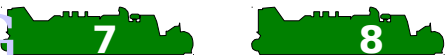
DET 5



DET 6



TRAINING



FMC
17

PMC
10

NMC
9

OP %
75.0%



The Road Ahead

- **The plan is working - the key to success is continued cooperation/coordination throughout the LCAC community;**
 - **Execution of the strategic vision is a success story brought about by Superb support from PMS 377/NSWC Panama City (CSS)**



Maintenance Savings

Cost Saving Initiatives	Repai Cost	Replacement Cost	Savings Each	Issued	Savings
Rudder Actuator	\$9,220.00	\$22,353.00	\$13,133.00	49	\$643,517.00
Hydraulic	\$6,000.00	\$15,326.00	\$9,326.00	57	\$531,582.00
Lift Fan W/O New Blades	\$4,000.00	\$20,000.00	\$16,000.00	19	\$304,000.00
Props	\$10,000.00	\$129,421.00	\$119,421.00	23	\$2,746,683.00
Water Wash Pumps	\$1,579.00			0	\$0.00
Water Wash Pump Motor	\$1,252.00	\$19,443.00	\$16,612.00	0	\$0.00
A/C Motors	\$700.00			0	\$0.00
A/C Compressor	\$5,836.00	\$24,000.00	\$17,464.00	75	\$1,309,800.00
2-M Repairs (FY-04) 196 Items:					\$1,802,563.00
Electronics Ready Service Spares					\$271,192.00
Cranial Initiative	\$200.00	\$2,900.00	\$2,700.00	25	\$67,500.00
				Total	\$7,676,837.00

Innovation:

NTR: Bow Thruster Soak Tank #1 filled w/P-5. Chemicals for filling Bow Thruster Soak Tank #2 received - Will fill early next week). Bearing being soaked will be evaluated in 48 hours)



RAV Costs

- **COST OF RAV**
 - Mini 30 day RAV Avg. Cost: \$38K + (1000 MH)
 - Standard 90 day RAV Avg. Cost: \$50K + (2000 MH)
 - Extended 90-120 day RAV Avg. Cost: \$82K +(3000 MH)
- **Additional Expenses**
 - APU Overhaul \$9500 - \$27,000 per APU
 - Main Engines \$636 - \$12,000 per M/E
 - Lift Fans \$117K per lift fan assembly (Buying new paddles/coating)
 - Props \$250K each
 - Windows \$25K
 - SISCAL \$30-45K
 - Rudder \$52K
 - Non-Skid \$33K per Craft
 - Lube oil cooler \$32K
 - Bags \$30K / segment (hardware \$20K)